

shaft 13 in an upward or unextended position so that it cannot be depressed. In this position, after being locked into place by pin 26, the brake pedal shaft cannot be depressed. Because the pedal cannot be depressed, the car cannot be placed in gear.

An alternative embodiment of the present invention is shown in FIGS. 5 and 6. As shown in FIG. 5, the base 12 and bottom of leg 16 are beveled at 45 degree angles so that the brake pedal shaft 13 can more easily be guided into and out of the slot 22 when the device is placed on and removed from the brake pedal shaft 13.

This embodiment further incorporates a means 36 for enabling the driver to press the device into the floorboard or carpet of the vehicle. In a preferred embodiment, means 36 comprises a foot rest 36 which extends horizontally from the top of leg 16. This extension 36 provides a sufficient surface area 38 for the foot of an operator to press downward. This embodiment further incorporates studs 40 which extend downward from the base 12 and which facilitate the positioning of the device against a carpeted floor. The studs 40 prevent the device from moving with respect to the floor. As shown in FIG. 7, the device may also incorporate cleats 42 which are cut into the bottom of the base 12. Finally, as also shown in FIG. 7, this embodiment incorporates a triangular base design in which the legs go to the left, right and straight back. The triangular base design provides maximum support and strength in operation and use.

The operation of the present invention is now described with reference to the enclosed Figures and most particularly FIGS. 3 through 6. The driver or operator desiring to utilize the device 10 will unlock the device and lower the pin 26 all the way down to the base 12 via the handle. The base 12 will then be placed on the floor board 35 under the brake and shaft 13. The brake pedal shaft will then extend through the opening 20 in the U-shaped housing and into the slot 22 with the base positioned squarely on the floor board of the vehicle. The operator will then pull up the handle 34 (Arrow B) thus raising the locking pin 26 upward into the slot 22 and securing the base pedal 13 at its bottom in an upward position. As shown in the alternative embodiment of FIGS. 5 and 6, the operator can place his foot on extension 36 to maximize the downward thrust of the device against the floor board of the vehicle. Stud 40 secures the device against the floorboard or carpet. The vehicle operator will then lock the device in this position using the lock mechanism such that the brake pedal cannot be depressed, thereby disabling the operation of the vehicle.

The present invention has been described in the context of locking the brake of a vehicle. In standard transmission vehicles, the device will be affixed to the clutch of the vehicle in the discussed above. Because the clutch is then locked in an upward position and cannot be depressed, the vehicle cannot be started. Accordingly, the teachings of the present invention are equally applicable to affixation to a clutch in a standard transmission vehicle.

The present invention has been described with reference to a preferred embodiment. It is to be appreciated that other embodiments fulfill the spirit and scope of the present invention and that the true nature and scope of the present invention is to be determined with reference to the claims appended hereto.

I claim:

1. A device for locking the pedal of a vehicle and preventing the theft of said vehicle comprising:

a base member for a placement on the floorboard of the vehicle beneath a pedal and pedal shaft;

a U-shaped housing extending downward and having a first arm attached to the base and having a second shorter arm defining a gap for receipt of the pedal shaft, said space between the first and second arms defining a slot for receiving the pedal shaft and permitting its full extension upward through said slot; and

a locking mechanism associated with the first arm for locking the underside of the pedal shaft within the slot such that the pedal shaft cannot be depressed.

2. The device of claim 1 wherein said locking mechanism is activated by a key.

3. The device of claim 1 wherein said locking mechanism is activated by a combination.

4. The device of claim 1 wherein said pedal is a brake pedal.

5. The device of claim 1 wherein said pedal is a clutch pedal.

6. A device for locking the brake or clutch of a vehicle and preventing the theft of said vehicle comprising:

a base member for a placement on the floorboard of a vehicle beneath a brake or clutch pedal and a brake or clutch shaft;

a metallic U-shaped housing extending downward and having a first arm attached to the base and having a second shorter arm defining an opening for receiving of the brake or clutch pedal shaft, said space between the first and second arms defining a slot for receiving the brake or clutch pedal shaft and permitting the full extension of the brake or clutch pedal shaft both upward and downward through said slot, said first arm having a cylindrical opening therethrough;

a rod extending through said cylindrical opening and being slidable therewith, said rod having a pin which catches the underside of said brake or clutch pedal shaft within the slot and pulls it upward in a decompressed position; and

a locking mechanism for locking the position of the rod and pin such that the brake or clutch pedal cannot be depressed.

7. The device of claim 6 wherein said locking mechanism is activated by a key.

8. The device of claim 7 wherein said locking mechanism is activated by a combination.

9. A device for locking the brake and brake pedal of a vehicle and preventing the theft of said vehicle comprising:

a base member having studs for a placement on the floorboard of a vehicle beneath a brake pedal;

a stainless steel U-shaped housing extending downward and having a first arm attached to the base and having a second shorter arm defining an opening for receiving of a brake pedal shaft, said space between the first and second arms defining a slot for receiving the brake pedal shaft and permitting its full extension both upward and downward through said slot, said first arm having a cylindrical opening extending therethrough and collinearly with said slot;

a serrated rod extending through said cylindrical opening and being slidable therewith, said rod having a pin at a first end for catching the underside of said brake pedal shaft within the slot and a handle at a second end for pulling the pedal shaft upward in a decompressed position; and

a locking mechanism adapted to lock the serrated rod and pin in position such that the brake pedal cannot be depressed.

10. The device of claim 9 further comprising extension means for facilitating the compression of the device by the foot of an operators against the floorboard of a vehicle.

11. The device of claim 9 further comprising studs for securing the base against the floorboard of a vehicle.

13. A device for locking the brake of a vehicle and preventing the theft of said vehicle comprising:

a stainless steel U-shaped housing extending downward and having a first arm attached to the base and having a second shorter arm defining an opening for receiving a brake pedal shaft, said space between the first and second arms defining a slot for receiving the brake pedal shaft and permitting the full extension of the brake pedal shaft both upward and downward through said slot, said first arm having a cylindrical opening

extending therethrough and collinearly with said slot, said base and said second shorter arms further having matable beveled surfaces to facilitate the ease of positioning of said brake pedal in said opening;

a key activated locking mechanism adapted to lock the serrated rod for and pin in position such that the that the brake pedal cannot be depressed.

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